

**Maryland Historical Trust**

**Maryland Inventory of Historic Properties number:**

Name:

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

**MARYLAND HISTORICAL TRUST**

Eligibility Recommended   X   Eligibility Not Recommended       

Criteria:   A     B     X     C     D   Considerations:   A     B     C     D     E     F     G   None

Comments: \_\_\_\_\_

\_\_\_\_\_

Reviewer, OPS: Anne E. Bruder Date:   3 April 2001  

Reviewer, NR Program: Peter E. Kurtze Date:   3 April 2001  

Inst.

MARYLAND INVENTORY OF HISTORIC BRIDGES  
HISTORIC BRIDGE INVENTORY  
MARYLAND STATE HIGHWAY ADMINISTRATION/  
MARYLAND HISTORICAL TRUST

MHT No. HA-1576

SHA Bridge No. 12016

Bridge name MD 24 over Deer Creek

**LOCATION:**

Street/Road name and number [facility carried] MD 24

City/town Rocks Vicinity X

County Harford

This bridge projects over: Road      Railway      Water X Land     

Ownership: State X County      Municipal      Other     

**HISTORIC STATUS:**

Is bridge located within a designated historic district? Yes      No X

National Register-listed district      National Register-determined-eligible district     

Locally-designated district      Other     

Name of district     

**BRIDGE TYPE:**

Timber Bridge     :  
Beam Bridge      Truss -Covered      Trestle      Timber-And-Concrete     

Stone Arch Bridge     

Metal Truss Bridge X

Movable Bridge     :  
Swing      Bascule Single Leaf      Bascule Multiple Leaf       
Vertical Lift      Retractable      Pontoon     

Metal Girder     :  
Rolled Girder      Rolled Girder Concrete Encased       
Plate Girder      Plate Girder Concrete Encased     

Metal Suspension     

Metal Arch     

Metal Cantilever     

Concrete     :  
Concrete Arch      Concrete Slab      Concrete Beam      Rigid Frame     

Other      Type Name

**DESCRIPTION:**

**Describe Setting:**

Bridge 12016 carries MD state Route 24 over Deer Creek. Route 24 runs in a north-south direction as it crosses Deer Creek. Deer Creek, a tributary to the Susquehanna River, runs west to east. The area, which lies just north of Rocks State Park, is rural with both farmland and wooded areas. Just northeast of the bridge are the remains of a stone barn. A business on the same property bears the sign reading "LaGrange Iron Works 1870". It is assumed the property dates to that period.

**Describe Superstructure and Substructure:**

This single span, skewed, five panel, Pratt through truss is of riveted construction. Total span length is 123 feet. Centerline of truss to centerline of truss width is 33 feet. The top chord, bottom chord, and end posts are built-up latticed elements. Vertical and diagonal members are rolled I shapes. Top chord bracing and portal bracing are primarily rolled shapes with some built-up and latticed members. The deck is a floorbeam and stringer system with angle section cross bracing and a concrete deck. The railing along each truss constructed of pipe and angles is original. The abutments and wingwalls are concrete. A plaque on the end post identifies the manufacturer as the Fort Pitt Bridge Works, Pittsburgh PA, 1934.

**Discuss Major Alterations:**

No significant alterations are apparent. However, the concrete deck is presumably not original.

**HISTORY:**

**WHEN was bridge built (actual date or date range)** 1934

**This date is:** Actual X Estimated \_\_\_\_\_

**Source of date:** Plaque X Design plans X County bridge files/inspection form \_\_\_\_\_

**Other (specify)** State inventory form

**WHY was bridge built?** To provide a reliable crossing of Route 24 over Deer Creek, to meet local and regional transportation needs.

**WHO was the designer** \_\_\_\_\_

**WHO was the builder** Fort Pitt Bridge Works - builder and/or designer

**WHY was bridge altered?** [check N/A X if not applicable]

**Was bridge built as part of organized bridge-building campaign?** Yes X No \_\_\_\_\_

This bridge was built under the aegis of the State Roads Commission as part of the Good Roads Movement.

**SURVEYOR/HISTORIAN ANALYSIS:**

**This bridge may have National Register significance for its association with:**

A - Events X B- Person \_\_\_\_\_  
C- Engineering/architectural character X

**Was bridge constructed in response to significant events in Maryland or local history?** No \_\_\_\_\_ Yes X  
**If yes, what event?**

This bridge was one of a small but significant number of metal truss bridges erected in Maryland from the 1920s through the 1940s. Its heavy, solid construction reflects continuing advances in metal truss technology and fabrication early in the century, and the almost unyielding reliability of substantial trusses for major crossings. Such bridges were built throughout the state during the period, particularly

in the early 1930s, as part of the Good Roads Movement promoted by the State Roads Commission. Many of them retain plaques indicating that they were built under the aegis of the Commission, even though they were designed by private bridge building firms.

**When the bridge was built and/or given a major alteration, did it have a significant impact on the growth & development of the area?** No \_\_\_\_ Yes X

Because of their solidity and reliability, metal truss bridges with heavy members such as this bridge were often utilized in Maryland from the 1920s through the 1940s at long crossings. Multi-lane facilities carrying major thoroughfares, they had not only a significant impact on local growth, but facilitated regional residential, commercial, agricultural, and industrial development.

**Is the bridge located in an area which may be eligible for historic designation?** No X Yes \_\_\_\_  
**Would the bridge add to \_\_\_\_ or detract from \_\_\_\_ historic & visual character of the possible district?**

**Is the bridge a significant example of its type?** No \_ Yes X

Between 1840 and the Civil War, under the impetus of a rapidly expanding railroad system, the majority of early American metal truss bridge forms were patented and introduced. In Maryland, the earliest metal truss bridges carried rail lines, which required their great strength and reliability. From the War through the end of the century, metal truss technology was improved, steel began to replace iron, and the use of trusses was expanded to carry roads as well as rail lines.

Numerous metal truss bridges were erected in Baltimore, the original hub of the metal truss in the state, from the 1850s through the 1880s. From Baltimore, the use of the metal truss spread out to other parts of the state, particularly the Piedmont and Appalachian Plateau. Many bridge and iron works were established in the eastern United States to design and fabricate truss members, which were then shipped to sites in Maryland and elsewhere to be erected. More than 15 different bridge companies located in Maryland, Ohio, Pennsylvania, New York, Virginia, and Indiana are known to have shipped metal truss bridges to sites throughout Maryland. Bridges were first fabricated in Maryland, and shipped to sites within the state and beyond, by the companies of seminal bridge designer Wendel Bollman.

Early in the twentieth century, concrete bridges began to compete with metal truss bridges throughout the state at small to moderate crossings. With the development of uniform standards for concrete bridges by the State Roads Commission in the 1910s, the construction of smaller metal truss bridges significantly declined throughout the state. The metal truss still remained the bridge of choice for large crossings, however. In the 1920s, heavier members began to be used at these bridges. Reflecting even heavier load requirements and increased lengths, metal truss bridges erected in the state in the 1930s and 1940s were heavy and solid, rather than light and delicate like their late-nineteenth- and early-twentieth-century predecessors.

Numerous Pratt truss bridges were erected throughout the country between 1844, when the type was patented by Thomas and Caleb Pratt, and the early twentieth century. The Pratt has diagonals extended across one panel in tension and verticals in compression, except for hip verticals immediately adjacent to the inclined end posts of the bridge. The large majority of Maryland's surviving metal truss bridges are Pratts, built as through or pony trusses either riveted or pin-connected.

This bridge was erected during one of the three key periods (1840-1860, 1860-1900, and 1900-1960) of bridge construction in Maryland. Built in 1934, it falls within the period 1900-1960. During this era, metal truss highway bridges became increasingly standardized. Also during this period, smaller and moderate length trusses were gradually replaced by reinforced concrete structures, and the modern metal girder bridge, which could easily be widened, replaced the metal truss bridge at all but the largest approaches and crossings. Built after 1930, it is characterized by heavy solid members, rather than the relatively delicate members that characterized its late-nineteenth and early-twentieth century predecessors.

**Does bridge retain integrity [in terms of National Register] of important elements described in Context Addendum?** No \_\_\_\_ Yes X

Is bridge a significant example of work of manufacturer, designer and/or engineer? No\_\_ Yes X

In the early twentieth century, metal truss bridges were largely supplanted in the state by concrete and, later, metal girder structures. The old metal fabricators disappeared during this period. They were replaced, in the 1920s and 1930s, by a new if less numerous generation of metal truss fabricators. Among the new bridge companies active in Maryland was the Fort Pitt Bridge Works of Pittsburgh, Pennsylvania, which is known to have erected at least one bridge in the state in the 1930s.

Should bridge be given further study before significance analysis is made? No X Yes \_\_\_\_\_

It is believed that no further evaluation is necessary to determine the eligibility of this bridge for listing in the National Register. However, additional research, which could be conducted as part of any future National Register nomination prepared for the bridge, might provide further information about its history and environs.

### **BIBLIOGRAPHY:**

Bridge inspection reports and files of the Maryland State Highway Administration.

County survey files of the Maryland Historical Trust.

Jackson, Donald H. *Great American Bridges and Dams*. Washington, D.C: The Preservation Press, 1968

P.A.C. Spero & Company and Louis Berger & Associates, Inc. *Historic Bridges in Maryland: Historic Context Report*. Prepared for the Maryland State Highway Administration, September, 1994.

Pennsylvania Historical and Museum Commission and Pennsylvania Department of Transportation. *Historic Highway Bridges in Pennsylvania*. Commonwealth of Pennsylvania, 1986.

State inventory form HA-1576

### **SURVEYOR/SURVEY INFORMATION:**

Date bridge recorded 1/23/95

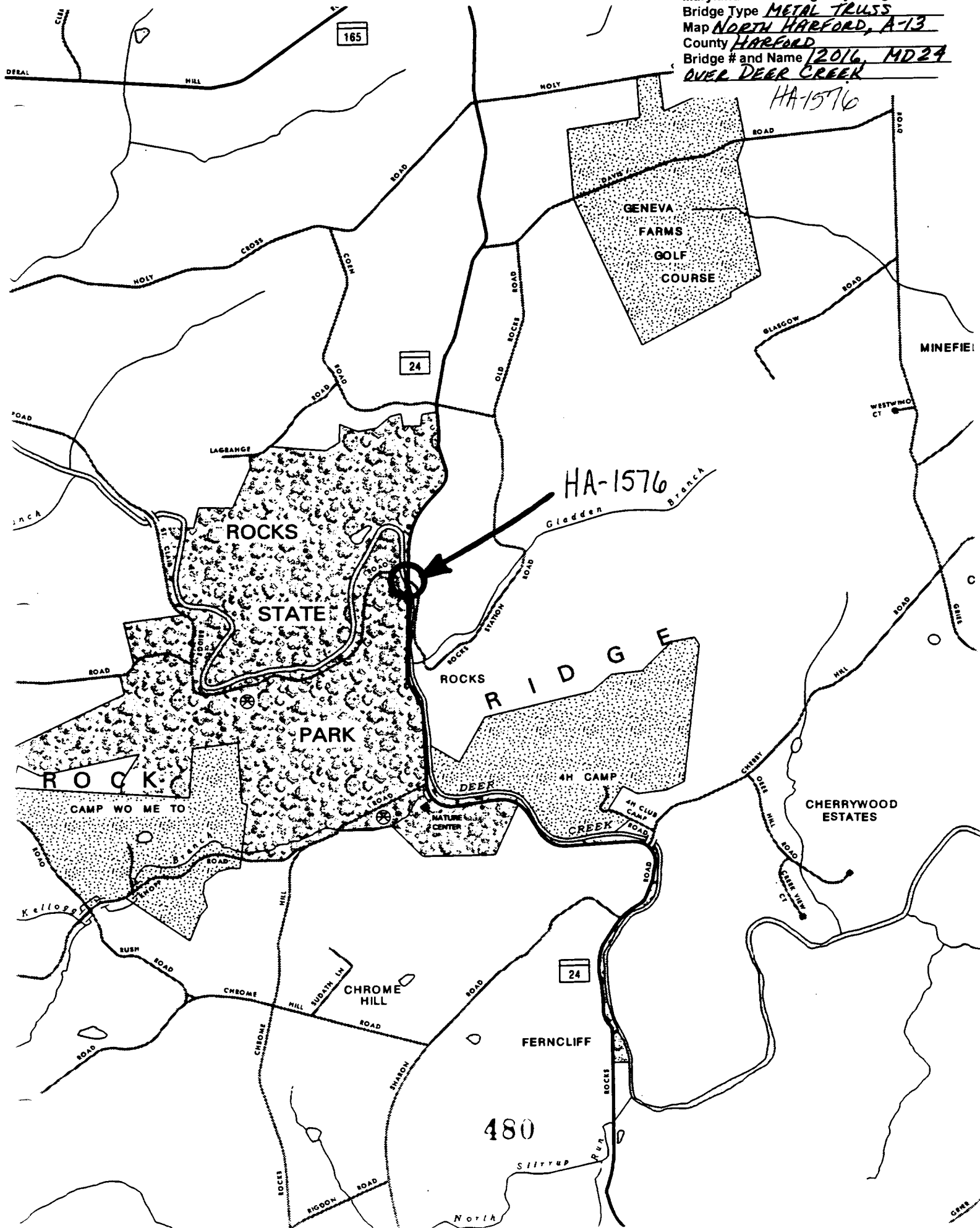
Name of surveyor John Tarquinio/Marvin Brown

Organization/Address GREINER, INC., 2219 York Road, Suite 200, Timonium, Maryland 21093-3111

Phone number 410-561-0100 FAX number 410-561-1150

Maryland Historic Highway Bridges  
Bridge Type METAL TRUSS  
Map NORTH HARFORD, A-13  
County HARFORD  
Bridge # and Name 12016 MD24  
OVER DEER CREEK

HA-1576





HA-1576

HARFORD COUNTY, MD

JOHN TARQUINIO

23 JAN 1995

~~MARYLAND SHPO SHA~~

- BRIDGE 12016 OVER DEER CREEK
- VIEW LOOKING NORTH ON MD  
ROUTE 24

1/4 1/5



HA-1576

HARFORD COUNTY, MD

JOHN TARQUINIO

23 JAN 1995

~~MARYLAND SHPO~~ SHA

- BRIDGE 12016 OVER DEER CREEK
- VIEW LOOKING WEST

2/4 2/5



HA-1576

HARFORD COUNTY, MD

JOHN TARDIVINO

23 JAN 1995

~~MARYLAND SEPO~~ SHA

- BRIDGE 12016 OVER DEER CREEK
- VIEW LOOKING EAST

3/45

A black and white photograph of a large, vertical steel beam, likely a bridge component, featuring a grid of rivets. A rectangular plaque is mounted on the beam, containing the following text:

1964  
UNITED STATES  
FERT PITT  
BRIDGE WORKS  
PITTSBURGH, PA.

The background is dark and out of focus, showing some structural elements and possibly a body of water.

HA-1576

HARFORD COUNTY, MD

JOHN TARQUINIO

23 JAN 1995

~~MARYLAND SHPO~~ SHA

- BRIDGE 12016 OVER DEER CREEK
- VIEW LOOKING SOUTH AT END  
POST NAME PLATE.

4/4 5



HA-1576

HARFORD COUNTY, MD

JOHN TARQUINIO

23 JAN 1995

~~MARYLAND SHPO~~ SHA

- BRIDGE 12016 OVER DEER CREEK
- VIEW FROM BRIDGE LOOKING NORTH  
AT REMNANTS OF STONE BARN

**MARYLAND HISTORICAL TRUST  
NR-ELIGIBILITY REVIEW FORM**

Property Name: Rocks Steel Truss Bridge, SHA Bridge Inventory Number: HA-1576

Address: MD 24 over Deer Creek, Rocks, Harford County, MD

Owner: Maryland State Highway Administration, 707 N. Calvert St. Baltimore, MD 21202

Tax Parcel Number: N/A Tax Map Number: N/A

Project Repairs to Bridge No. 12016 Agency State Highway Administration (SHA)

Site visit by SHA Staff:    no X yes Name: Heather Confer Date: 10/18/1999

Eligibility recommended X Eligibility **not** recommended   

Criteria    A    B    C    D Considerations:    A    B    C    D    E    F    G X None

Is property located within a historic district? X no    yes Name of District:   

Is district listed?: X no    yes

Documentation on the property/district is presented in: Project Review and Compliance Files

Description of Property and Eligibility Determination *(Use continuation sheet if necessary and attach map and photo)*

The Rocks Steel Truss Bridge was built in 1934 by the Fort Pitt Bridge Works of Pittsburgh, Pennsylvania. It is a one span, skewed, Pratt through truss located on MD 24 over Deer Creek located adjacent to Rocks State Park and Camp Wo-To-Me. It was determined eligible by the interagency committee and assigned to the preservation pool category.

The Rocks Steel Truss Bridge is one of a small but significant number of metal truss bridges erected in Maryland from the 1920s through the 1940s. Its heavy, solid construction reflects continuing advances in metal truss technology and fabrication early in the century, and the almost unyielding reliability of substantial trusses for major crossings. It is eligible under Criterion C for its engineering significance, as a good example of a Pratt through truss built in the 1930s when truss bridges were "chunkier" and less delicate than their earlier counterparts.

Prepared by Heather Confer, SHA 11/29/99

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended X

Eligibility not recommended   

Criteria:    A    B X C    D

Consideration    A    B    C    D    E    F    G    None

[Signature]  
Reviewer, Office of Preservation Services

12/1/99  
Date

[Signature]  
Reviewer, NR Program

12/3/99  
Date

**PRESERVATION VISION 2000; THE MARYLAND PLAN**  
**STATEWIDE HISTORIC CONTEXTS**

**I. Geographic Region:**

- ☐ Eastern Shore (all Eastern Shore counties, and Cecil)  
☐ Western Shore (Anne Arundel, Calvert, Charles,  
Prince George's and St. Mary's)  
☒ X Piedmont (Baltimore City, Baltimore, Carroll,  
Frederick, Harford, Howard, Montgomery)  
☐ Western Maryland (Allegany, Garrett and Washington)

**II. Chronological/Developmental Periods:**

- ☐ Rural Agrarian Intensification A.D. 1680-1815  
☐ Agricultural-Industrial Transition A.D. 1815-1870  
☐ Industrial/Urban Dominance A.D. 1870-1930  
☒ X Modern Period A.D. 1930- Present  
☐ Unknown Prehistoric  
☐ Unknown Historic

**IV. Historic Period Themes:**

- ☐ Agriculture  
☒ X Architecture, Landscape Architecture,  
and Community Planning  
☐ Economic (Commercial and Industrial)  
☐ Government/Law  
☐ Military  
☐ Religion  
☐ Social Educational/Cultural  
☒ X Transportation

**V. Resource Type:**

Category: Structure

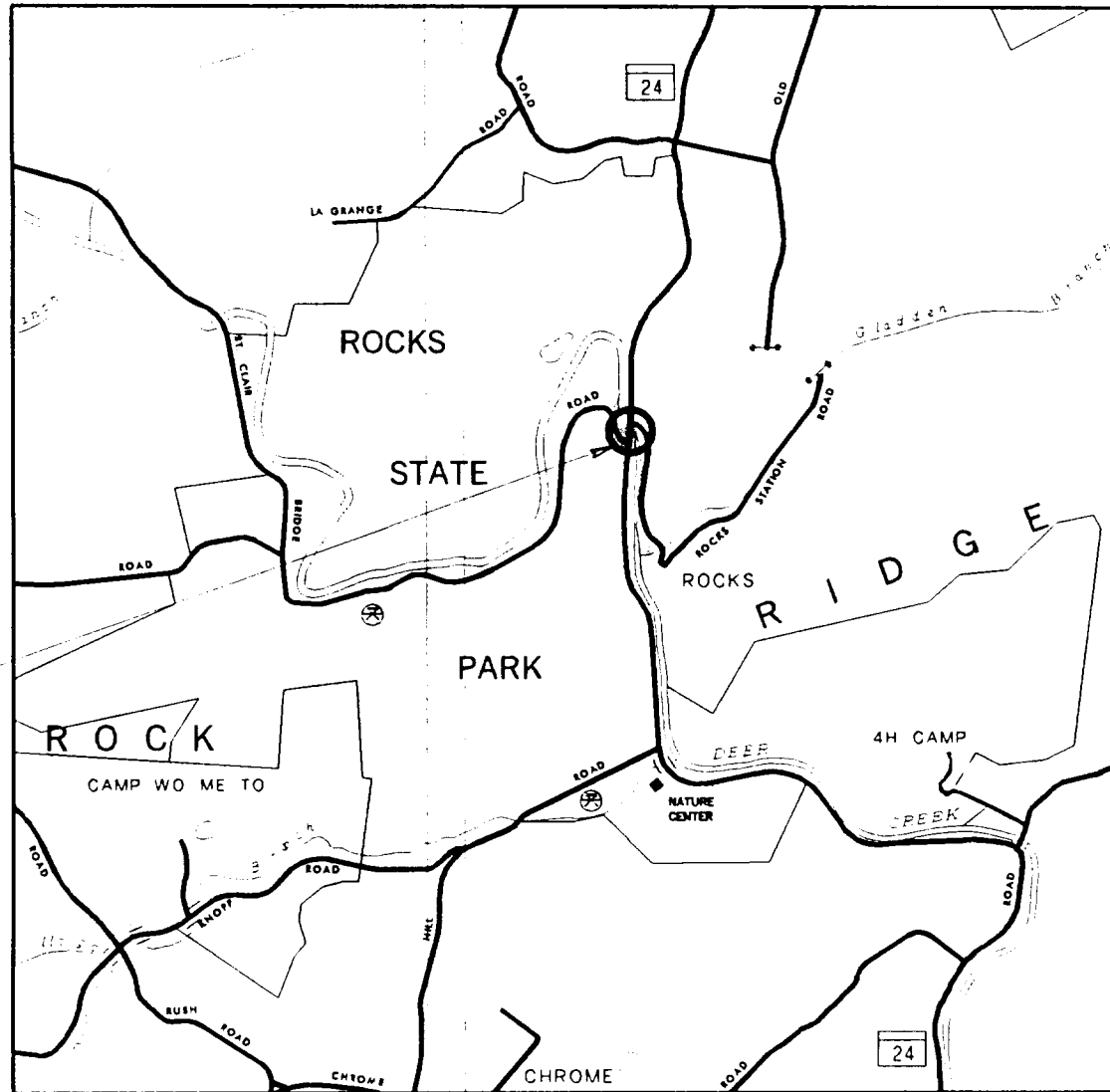
Historic environment: Rural

Historic Function(s) and Use(s): Transportation

Known Design Source: Fort Pitt Bridge Works Pittsburgh, Pennsylvania



# HARFORD COUNTY



BRIDGE NO. 1201600

HA 1576

## LOCATION MAP

SCALE: 1" = 2000'

SHEET NO. 1 OF 1

MARYLAND DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
BRIDGE INSPECTION AND REMEDIAL ENGINEERING

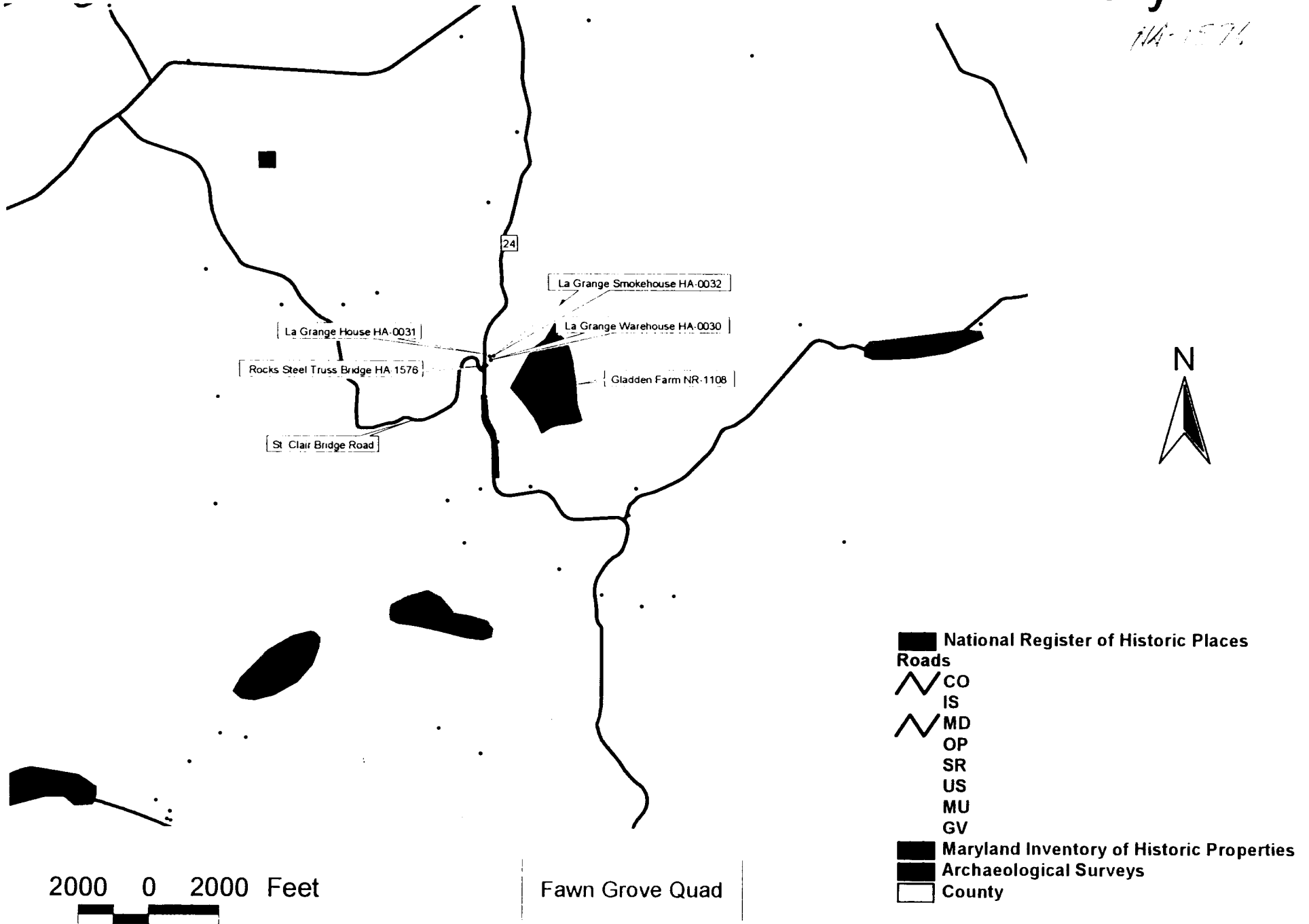
LOCATION MAP FOR  
BRIDGE NO. 1201600  
MD 24 OVER DEER CREEK

SCALE: AS SHOWN DATE: MAY 1999 CONTRACT NO:  
DESIGNED BY: J.K. MYERS DRAWN BY: J.K. MYERS CHECKED BY: R.S. THORNTON

APPROVED: \_\_\_\_\_  
CHIEF, BRIDGE INSPECTION AND REMEDIAL ENGINEERING DIVISION

# MD 24 over Deer Creek Historic Inventory

HA-1576





HA-1576

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HA-1576

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HA-1576

1934

Rocks Steel Truss Bridge  
Rocks vicinity  
public (unrestricted)

This bridge carries Maryland Route 24 over Deer Creek near Rocks, Maryland. It consists of a single skew three panel Pratt steel through truss, 123 feet in length. The portal bracing is of triangular trusses.

Erected in 1934, this structure was built by the Fort Pitt Bridge Works of Pittsburgh, Pennsylvania. The Rocks Steel Truss Bridge is one of six historic truss bridges -- part of Maryland's state road system in Harford County, and one of 26 bridges of the same general structural type throughout the state road network -- identified by the Maryland Historical Trust for the Maryland Department of Transportation in a jointly conducted survey which took place during 1980-81.

## INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

**1 NAME**

HISTORIC

AND/OR COMMON

Rocks Steel Truss Bridge

**2 LOCATION**

STREET &amp; NUMBER

CITY, TOWN

Rocks

VICINITY OF

CONGRESSIONAL DISTRICT

1st

STATE

Maryland

COUNTY

Harford

**3 CLASSIFICATION****CATEGORY**☐ DISTRICT☐ BUILDING(S)☒ STRUCTURE☐ SITE☐ OBJECT**OWNERSHIP**☒ PUBLIC☐ PRIVATE☐ BOTH**PUBLIC ACQUISITION**☐ IN PROCESS☐ BEING CONSIDERED**STATUS**☒ OCCUPIED☐ UNOCCUPIED☐ WORK IN PROGRESS**ACCESSIBLE**☐ YES RESTRICTED☒ YES UNRESTRICTED☐ NO**PRESENT USE**☐ AGRICULTURE☐ MUSEUM☐ COMMERCIAL☐ PARK☐ EDUCATIONAL☐ PRIVATE RESIDENCE☐ ENTERTAINMENT☐ RELIGIOUS☐ GOVERNMENT☐ SCIENTIFIC☐ INDUSTRIAL☒ TRANSPORTATION☐ MILITARY☐ OTHER**4 OWNER OF PROPERTY**

NAME

State Highway Administration DOT Survey Telephone #:

STREET &amp; NUMBER

301 West Preston Street

CITY, TOWN

Baltimore

VICINITY OF

STATE, zip code

Maryland 21201

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE

REGISTRY OF DEEDS, ETC

Harford County Courthouse

Liber #:

Folio #:

STREET &amp; NUMBER

CITY, TOWN

Belair

STATE

Maryland

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

DATE

☐ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE

## 7 DESCRIPTION

44-576

### CONDITION

☐ EXCELLENT

☒ GOOD

☐ FAIR

☐ DETERIORATED

☐ RUINS

☐ UNEXPOSED

### CHECK ONE

☒ UNALTERED

☐ ALTERED

### CHECK ONE

☒ ORIGINAL SITE

☐ MOVED      DATE \_\_\_\_\_

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DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

This bridge carries Maryland Route 24 over Deer Creek in a N-S direction. It consists of a single skew three panel Pratt steel through truss, 123' in length. The Portal bracing is of triangular trusses. All connections are riveted.

CONTINUE ON SEPARATE SHEET IF NECESSARY

**8 SIGNIFICANCE**

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION		
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE		
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN		
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER		
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION		
<input checked="" type="checkbox"/> 1900	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)		
		<input type="checkbox"/> INVENTION				

SPECIFIC DATES	BUILDER/ARCHITECT
1934	
STATEMENT OF SIGNIFICANCE	Fort Pitt Bridge Works, Pittsburgh, Pa.

See M/DOT Survey general bridge significance.

44-576

**9 MAJOR BIBLIOGRAPHICAL REFERENCES**

File of the Bureau of Bridge Design, State Highway Administration,  
301 West Preston Street, Baltimore, Md. drawer 90.

Condit, Carl, American Building Art, 20th Century; New York,  
Oxford University Press, 1961.

CONTINUE ON SEPARATE SHEET IF NECESSARY

**10 GEOGRAPHICAL DATA**

ACREAGE OF NOMINATED PROPERTY \_\_\_\_\_

Quadrangle Name: Fawn Grove, MD  
Quadrangle Scale: 1:24 000  
UTM References: 18.378780.4388740

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	COUNTY
STATE	COUNTY

**11 FORM PREPARED BY**

NAME / TITLE

John Hnedak/M/DOT Survey Manager

ORGANIZATION

Maryland Historical Trust

DATE

1980

STREET & NUMBER

21 State Circle

TELEPHONE

(301) 269-2438

CITY OR TOWN

Annapolis

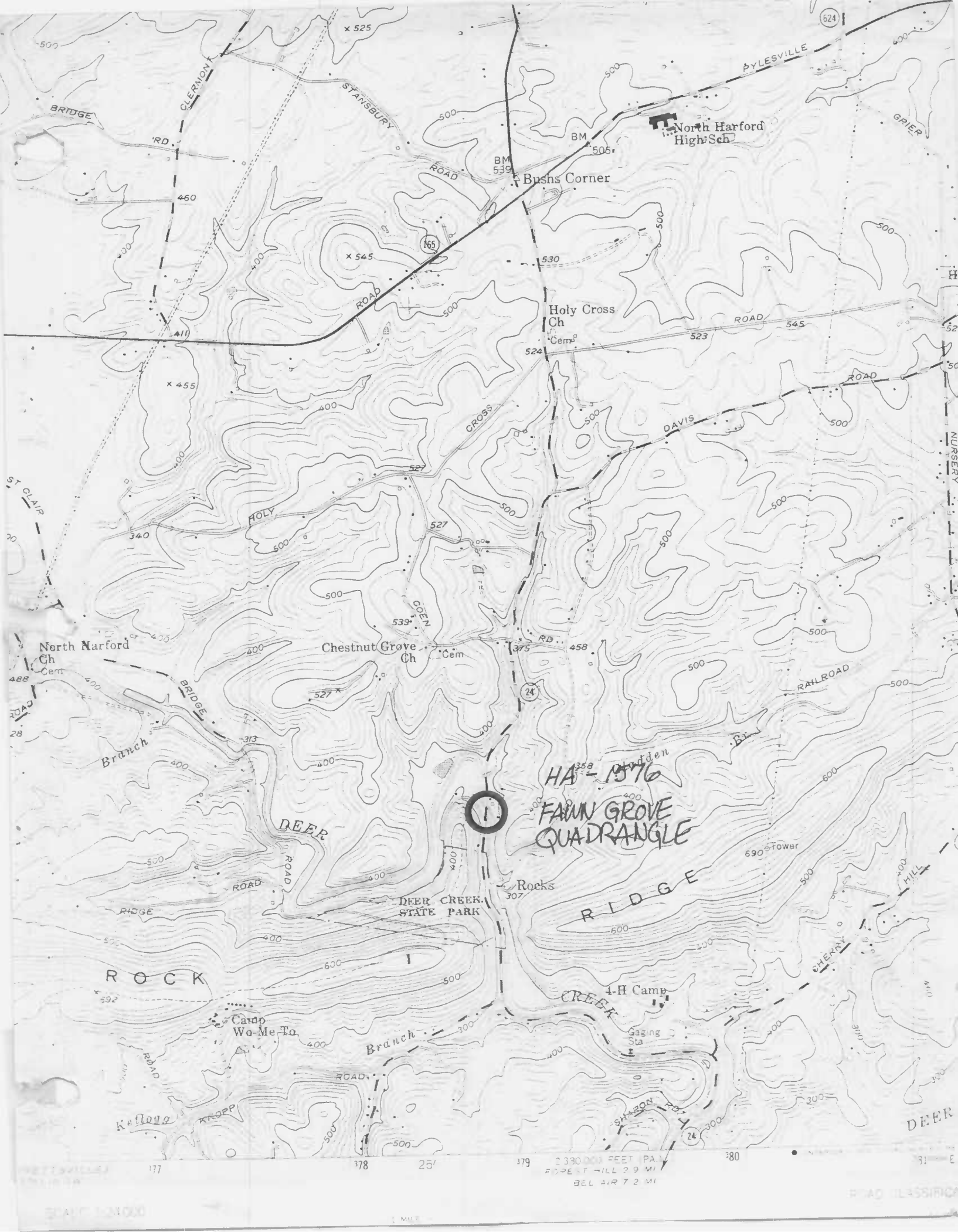
STATE

Maryland 21401

The Maryland Historic Sites Inventory was officially created  
by an Act of the Maryland Legislature, to be found in the  
Annotated Code of Maryland, Article 41, Section 181 KA,  
1974 Supplement.

The Survey and Inventory are being prepared for information  
and record purposes only and do not constitute any infringe-  
ment of individual property rights.

RETURN TO: Maryland Historical Trust  
The Shaw House, 21 State Circle  
Annapolis, Maryland 21401  
(301) 267-1438



HA-1576  
FAWN GROVE  
QUADRANGLE

3330 FEET (PA)  
FOREST HILL 2.9 MI  
BEL AIR 7.2 MI

ROAD CLASSIFICATION



HA-1576  
Rocks Bridge  
M/DOT  
Hnedak/Meyer  
Summer 1980



HA-1576

Rocks Bridge

M/DOT

Hnedak/Meyer

Sumer 1980



HA-1576

Rocks Bridge

M/DOT

Hnedak/Meyer

Summer ~~182x~~ 1980